

INTIMATION



ROBT. PORTER & Co's

CELEBRATED

BULL DOG

BRAND

GUINNESS
STOUT

IN PINTS AND SPLITS.

BULL DOG

BRAND

LIGHT ALE

IN PINTS AND SPLITS.

SOLE AGENTS:

A. S. WATSON
& CO., LTD.,

ALEXANDRA BUILDINGS.

23

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS.
Cable: A.B.O. 5th Ed. Lieber.
P. O. Box, 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 25TH, 1912.

It is very gratifying to be able to record that the Hongkong University, which is now in full working order, has started on its career under most encouraging circumstances. As we all watched with deep interest the erection of the magnificent pile of buildings, there have been many who wondered whether those for whom the general scheme of the University was devised would, at first, appreciate the inestimable value of higher education. We are glad to know that all doubts in this respect have vanished like a morning mist before the summer sun. The University is already a success beyond the dreams of its most sanguine sponsors. The total number of undergraduates in residence, we understand, is just over seventy. Of these there are, in the Medical Faculty, a number of students transferred from the College of Medicine—students who can be regarded as doing second, third or fourth year work. The majority of the first-year students at the University have elected to be trained in Engineering Science. Indeed, one-half the total number of students of the University—including the number entering from the College of Medicine—are students in the technical subjects. That is only what we expected. China needs, above all else, at the present time, and will continue to need for very many years to come, engineers for waterworks, for the development of her mines, the extension of her railways and other modes of communication, so that the trade of this great country can be effectively opened up. The need of

engineers is recognised in China. Mr. James, China's best known railway engineer, who received his training in scientific work abroad and who laid the Kailan line and is now engineer-in-chief of the Kwangtung section of the Canton-Hankow Railway, at present under construction, never loses an opportunity of proclaiming China's need of engineers. There is already, he says, a demand for hundreds of technically-trained Chinese engineers, and the demand cannot be met. It is apparent to everybody that this demand will steadily increase, and it is safe to guarantee that those who first supply it will have exceptional opportunities for lucrative and brilliant careers. For the next ten years, at least, every one of the graduates of the Hongkong University who go out to do the practical work of developing China will have the opportunity to create for himself a fine career and reputation, and at the same time be honoured for his patriotism. Technical men in Europe and America may well envy the opportunities which lie before the graduates of the University in the great virgin territory in China which the new Government is so eager to see opened up. We in Hongkong, who have watched the idea of a University so rapidly grow into an accomplished fact may be allowed a little pardonable pride when we find hopes so amply fulfilled and a great future for the University assured from the first day when it opened its lecture rooms to students. Our thoughts are especially directed to this subject by the deeply regretted death of Mr. J. H. Scott, the senior partner of the firm of BUTTERFIELD & SWIRE, to whom we owe so much for the substantial encouragement he gave to the scheme. It may be remembered that it was at first proposed to associate his own name with the Chair of Engineering, but, at his own suggestion, the firm name "Taikoo" was substituted. No one foresaw more clearly than he did the great importance which is destined speedily to attach to the technical branch of the University's work, and, as we have remarked, it is the Engineering course which at the very beginning of the University's career has appeared most strongly to the first students.

A man from Hok On was admitted to hospital on Wednesday suffering from injuries which he is said to have received at the hands of five men.

We are asked to mention that from Sunday next there will be in St. Joseph's Church two divine services instead of one only, the first at 9 o'clock a.m. and second at 10 a.m.

A Portuguese clerk employed by Messrs. Lowe, Bingham, & Matthews gave an office coolie \$210 and a postal order for \$3.77 to deliver. The coolie cashed the order and disappeared with the money.

A very successful full-dress rehearsal of "A Pair of Spectacles" took place last night. The play is capably staged, and patrons of the Theatre to-night and tomorrow can be assured of a most enjoyable evening.

An engagement has been announced between the Rev. S. W. Payne, formerly Assistant Chaplain, St. John's Cathedral, Hongkong, and now of St. Mary's Church, Taunton, to Miss Eileen Bentley, of Taunton, Somerset.

The Japanese South Sea Mail Steamship Co. (the Nanyo Yusen Kumi) announce the dispatch of their first steamer from Hongkong on the 7th prox. for Singapore, Batavia, Samarang and Soerabaya. Messrs. Dodwell & Co., Ltd., are the Hongkong agents.

Two Sanitary Board coolies were brought before Mr. Irving at the Magistracy yesterday charged with reckless conduct while in charge of a truck. They allowed it to run over the foot of a coolie who was in charge of another truck, and his injuries were so severe that he could not appear yesterday and the case was remanded.

The police have been informed by a tourist named E. Strasburg, residing in the Hongkong Hotel, that someone entered his room during Wednesday night by an open window and stole a letter of credit for £1,000, thirteen cheques for \$50 each, a purse containing \$40 gold, a card case, and some clothing. The letter of credit and the cheques are not likely to be cashed, as the owner has made the necessary communications to the responsible parties, but the lost value of the lost gold dollars and the other articles is put down at \$168.

HONGKONG WIRELESS TELEGRAPHY STATION.

The Public Works Committee, at its meeting held on October 11th, agreed to recommend that as the site of the proposed wireless telegraphy station is to be near Cape D'Aguilar, care should be taken to establish efficient communication between it and the City of Victoria, telegraphic communication being considered preferable for this purpose.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

TURKS SEVERELY PRESSED.

LONDON, October 24th.

It is officially announced at Sofia that in Monday's fighting at Kadikoni, near Mustafa Pasha, the Turks lost 75 killed, 64 prisoners, and 5 machine guns. SERBIANS ENTER PRISHTINA.

The Servians entered Prishtina on Wednesday afternoon, after hard fighting.

Reuter's Belgrade correspondent wires that the Servians have captured the town of Novibazar, preceded by three days' desperate fighting, the Turks holding strongly fortified positions. One hundred and eighty more wounded arrived at Belgrade Hospital, and were greeted by cheering crowds.

BIG BATTLE BETWEEN GREEKS AND TURKS.

It is officially announced at Athens that a big battle has been fought near Serdije, resulting in the retreat of 22 Turkish battalions and six batteries. A general pursuit by the Greeks has been ordered. LATER.

Reuter's correspondent at Athens says that it is officially announced that the Greeks have captured Serdije and occupied the bridge over the River Aliakmon, thus cutting off the Turks' retreat. They captured 22 field guns and a large number of prisoners.

THE BULGARIAN OPERATIONS.

It is reported from Sofia that there has been desperate fighting along the whole line from Kirk Kiliseh to Novibazar.

The Turks everywhere were driven from their positions. The Bulgarians are pressing on Adrianople on every side. A Turkish column made a sortie to the east of Adrianople and was annihilated.

The Bulgarians have reached Arda, to the westward of the city (Adrianople). The Turks fled in disorder, leaving 100 killed and prisoners.

The Bulgarians have also captured several positions to the north-east, after a fierce struggle ending in the flight of the Turks disheartened.

LATER.

The Bulgarian artillery are now heavily bombarding Adrianople. Already two outer forts have been captured.

At Constantinople it is announced that there was heavy fighting all Wednesday between Adrianople and Kirk Kiliseh. Both sides were showing the utmost bravery and determination. No decisive result was expected before Thursday evening.

FIGHTING IN MEXICO.

LONDON, October 24th.

Reuter's New York correspondent wires that the Mexican Federals recaptured Vera Cruz, which was seized by the rebels under General Diaz, a nephew of the former President, almost without opposition. General Diaz and his whole staff are prisoners.

The Mexican Government had previously concentrated a force around Vera Cruz in preparation for the attack upon the city, and 5,000 foreign residents and 10,000 non-combatants took refuge on boats in the harbour.

THE HOME RULE BILL.

LONDON, October 24th.

Clause III. of the Home Rule Bill, providing religious safeguards, has been adopted, with the aid of the "guillotine."

THE BRITISH INSURANCE ACT.

LONDON, October 24th.

Mr. Lloyd George announced in the House of Commons on Thursday that the Government had decided to grant an additional £1,650,000 for medical benefit under the Insurance Act. This would raise the capitation grant to doctors to 7/- or 7/6.

HOLLAND'S QUEEN.

LONDON, October 24th.

Reuter's correspondent at The Hague telegraphs that an official bulletin states that Queen Wilhelmina has been indisposed, and the prospect of a happy event is again frustrated.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

FOOD RIOTS IN BERLIN.

LONDON, October 24th.

Reuter's correspondent at Berlin telegraphs that meat riots broke out in the city in consequence of the refusal of the butchers, on account of inadequate profit, to sell Russian meat imported by the municipality under concessions granted by the Prussian Government last month. Hordes of infuriated women stormed the stalls, trampled the meat on sale under foot, or looted it. The police were called out and cleared the markets. The women then proceeded to loot the shops in the vicinity.

BRAZIL'S REMARKABLE GROWTH.

AN INDEX OF THE DEVELOPMENT OF ALL SOUTH AMERICA.

The British consular report dealing with the recent growth in population and industries of the Brazilian city of Sao Paulo once more calls attention to the rapid development which is going on in the continent to the south.

Ten years ago the population of Sao Paulo was only a little above 100,000. Today it is estimated at 350,000, and within fifteen years it is expected to reach 1,000,000. A magnificent opera-house has been built by the city, and the old cathedral, built at a cost of about \$1,000,000, is about to be pulled down and a new one erected that will rank with the finest in the world.

It has been a habit with a good many people to think of the South American republics as opera-house affairs. Some of them undoubtedly are, such as Paraguay and Uruguay, and, of course, the republics of Central America, with their revolutions and uprisings, cannot be taken very seriously. But South America as a whole has for some years been undergoing a development that is nothing less than remarkable. In this development Brazil and Argentina have led the way, and the great advance in political and financial stability and in commercial prosperity in those countries promises to have a profound and permanent effect upon the future of all Latin America.

A striking feature of the progress of Sao Paulo within recent years is noted by the British Consul. Twenty years ago, he asserts, there existed practically no industries there. To-day there are more than 300 important factories, representing a combined capital of some \$50,000,000 and which have a total output of a value of about \$60,000,000 annually. Despite the rapid growth of Brazil, however, there still remains a very large interior country which as yet has been only partially explored. The development of the resources of this country will be a work fraught with profit to those who engage in it, but so far very few Americans have turned their attention in that direction. In Brazil, as in Argentina, Chile, Peru and other South American lands, the investments of British capital in railways, public works, banks and other enterprises are enormous; those of Americans are significant. A very considerable portion of the entire trade of the country also is in British hands. While British capital is thus a very important factor in Brazilian development, immigration to the country is principally from Germany and Italy. Sao Paulo, indeed, is more than half peopled by Germans and Italians, although the latter are speedily absorbed into the native population and become in the course of a few years Portuguese in language and manners.

Many things are possible in the vast and varied quarter of the world made up by South America, and the present century will undoubtedly witness a process of growth and evolution there the precise form of which cannot be at present with clearness foreseen. With the opening of the Panama canal, which will bring the two continents closer together, it is to be hoped that Americans will cultivate more than they have in the past the trade opportunities which South American development is making possible. —San Francisco Chronicle.

STORM WRECKS CITY OF CEBU.

400 PERSONS DIE AND TENS OF THOUSANDS ARE HOMELESS—PROPERTY DAMAGE ESTIMATED AT FROM FIVE TO TEN MILLION PESOS.

Four hundred people dead, 100 of them in the city of Cebu, at least five million pesos worth of damage done, dozens of vessels sunk along the coast and in Cebu harbour itself, Warwick barracks damaged, thousands of houses destroyed, Army and Government property ruined, tens of thousands homeless, among them many Americans, a city hospital destroyed and its patients transported through the driving rain and hurricane winds to the safety of railroad cars.

These, says the Manila Times, are the barest outlines of the tremendous typhoon which swept the island of Cebu on Wednesday, the 16th inst., according to fragmentary telegrams which reached Manila on the 19th inst. The telegrams were put aboard a steamer leaving Cebu and sent from Calbayog, as communication with Cebu is still interrupted.

The extra hand they had hired to assist in the serving of the Mayoral banquet was enthusiastic, willing, cheerful, but inexperienced. "Take care, you fool," hissed the head waiter, in agonised despair, "you've got your thumb in the soup!" "That's all right, guv'nor," cried the hiring cheerily, "never you worry about me. It ain't near as 'ot as it looks." This is quite as good as the Hongkong story of the Chinese cook who on his master remonstrating with him for wiping plates with a sock, replied: "Maskee, master, this no blong clean sock!"

SUPREME COURT.

Thursday, October 24th.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (HON. MR. REES DAVIES, K.C.).

ANOTHER MURDER CHARGE.

Sariatraz Khan was charged with feloniously murdering Maya Dad in the New Territory.

The Attorney-General (instructed by Mr. J. H. Kemp, Crown Solicitor) prosecuted, and Mr. R. E. Bellios defended.

Mr. Bellios pleaded not guilty, but his Lordship said that accused must plead himself. On being asked according to the usual form, accused pleaded guilty.

Mr. Bellios said he thought the accused failed to understand, and his Lordship intimated that he would accept the advocate's plea.

The jury comprised the following:—Messrs. A. Weall (foreman), A. A. Boulton, E. J. Chapman, D. G. M. Bernard, F. A. B. Bierling, Albert Kahr, and F. Reichmann.

The Attorney-General described the case as one of the gravest import. It was a case in which a soldier was charged with shooting another soldier. The circumstances under which this alleged crime took place were, briefly, as follows: The accused and the deceased both belonged to a detachment of the 128th Baluchistan Infantry, who were stationed at a place somewhere out in the New Territory, called Sha Kong Min. On the night of 28th September the little camp seemed to have retired to rest, and late in the evening the occurrence took place which was the subject of the charge. No one, as far as he (the learned Attorney-General) knew, actually saw the shot fired which was alleged to have killed the deceased, but what did happen was that the men in the camp were awakened by the sound of a shot. The Subadar, a native officer, saw on his awakening a man with a bayonet fixed in his rifle, and this man shot at the Subadar, but luckily missed him. The Subadar immediately grappled with him, and threw him down, receiving a wound from the bayonet in the skull. Other officers and Sepoys came up, and it was found that the man with the rifle was the accused man. The evidence that would be placed before them was the evidence of several officers and men who corroborated the story of the Subadar. When the accused was caught he said—when actually in the hands of his captors—words to this effect: "You are lucky you are safe. There were two shots fired at you. Maya Dad is dead." It was pretty clear that, in all, this man fired three shots. His submission was that with the first he killed the deceased, the second shot he fired at one of the officers, and the third shot he fired when he was being grappled with by the Subadar. On hearing what this man had said the men went to look for the deceased, and found him lying, apparently dead, on his bed. He had been shot through the body at short range, and, on the arrival of a doctor, it was found that life was extinct. They would probably ask him to suggest as to why this crime was committed, but he was sorry to say he could not. He knew of no reason, but they must recollect that amongst these natives the motives of crimes were very obscure.

Evidence was then called in support of the prosecution. The Subadar said that the accused and himself were on excellent terms. Accused was a very good Sepoy, and never gave any trouble. He could suggest no motive for the accused's attack upon himself. Another native officer stated that they did not know who was captured until they turned his face to the moon, and they then saw it was the accused. He said: "You people's luck is good. Go and see Maya Dad." A Lance-Corporal deposed that he was awakened by a noise like a stone falling into water. The Attorney-General—I do not exactly follow that—that do you mean? His Lordship—It is very descriptive, is it not? Witness, continuing, said the noise was like "dup." He heard a second noise shortly afterwards. The case was adjourned.

IN CRIMINAL JURISDICTION.

BEFORE HONORABLE MR. H. H. J. GOMPERTZ (PUNISHMENT JUDGE).

ALLEGED THEFT OF COAL.

Mak Fuk Tai and Wan Yung were indicted for the larceny of two tons of coal, value \$16, the property of Alfred Holt & Co., and also with converting to their own use the two tons of coal, meant for the purpose of the said Alfred Holt & Co., on August 31st last.

Mr. C. G. Alabaster (instructed by Mr. J. H. Kemp, Crown Solicitor, and Mr. Lewis, of Messrs. Johnson, Stokes & Master), prosecuted, and Mr. F. C. Jenkin (instructed by Mr. Leo d'Almada), defended.

The jury were:—Messrs. L. J. Blackburn (foreman), J. M. F. Basto, W. Anderson, O. T. Ellis, A. A. Alves, H. J. Beyer, and E. K. Miller.

Prisoners pleaded "not guilty" to both charges.

His Lordship intimated to the sworn jurors that they would be discharged until Monday morning at ten o'clock.

At the beginning of the case Mr. Jenkin moved that the indictment be quashed, as it could not contain counts both for felony and misdemeanour.

Mr. Alabaster—In this Colony? Mr. Jenkin—Oh! I don't know about that.

Mr. Alabaster referred to Section 19, of Ordinance 9, of 1899, and Mr. Jenkin said he saw the practice was different.

In opening the case, Mr. Alabaster said that the first prisoner was the coxswain of a launch belonging to Alfred Holt & Co., called the *Acrolus*, and the second prisoner was the engineer of the same launch. Holt & Co. coaled their own launches, and the evidence they would find was circumstantial, but it was not necessarily weak from that fact. If the bunkers of the launch were filled—they would hold six tons and a little over. She was coaled on August 28th and 5 tons (11wt. 21lbs.) were put in the bunkers, which, with that already in the bunkers, made about six tons. During the next three days, whilst she was out, she should have consumed, according to the time she was under steam, 2,408 pounds, or 1 ton 9wt. 4lbs. During that period considerably more coal disappeared—in fact there was missing, allowing for the consumption, 2 tons 14wt. 10lbs. at least, taking all figures in the prisoners' favour. A watchman would tell them that about 4 o'clock on the morning of the 31st August the launch went out without lights, and returned. The prisoners were on board, and they were taken into custody, and the coal on board was measured up, and the bunkers contained 2 tons 9wt., and she should have had two tons more. He asked the jury to believe that during that early morning trip in the darkness the coal was handed over by the prisoners to somebody else. It was found that on the launch there was coal on top of the engines and skylight and on top of the boilers above the engine. Coaling the launch in the ordinary way through the manhole, it would be impossible for coal to get into these places. The launch was tested as to how much coal she used during trips.

Evidence was then called to bear out Counsel's opening statement.

UNIVERSITY OF HONGKONG.

Mr. A. G. Warren, B.Sc., has been appointed a lecturer in the Engineering Faculty of the University of Hongkong. Our readers will remember that in July last Professor C. A. M. Smith, M.Sc., was appointed to the Taikoo Chair of Engineering in the University and arrived in Hongkong about six weeks ago. The University opened its doors to the students at the beginning of the present month, and, although the equipment of the Engineering Department had not then been commenced, there were thirty-five Engineering students who passed the entrance examination and who now form the first year Engineers of the latest British University. It is interesting to record the fact that these Chinese Engineering students have come from many different parts and include some from Straits Settlements, Canton and Foochow, etc.

Mr. Warren obtained a first-class honours Engineering degree in the London University in 1908 and has published several pieces of research work done during his career. He was a lecturer in the East London College and has been head of the Engineering Department of the Aston Manor Technical School, Birmingham, for the last eighteen months. We think the University is to be congratulated upon obtaining the services of Mr. Warren, who, in addition to his reputation for research work, has had considerable experience in lecturing. We may also expect that each month will show a steady growth of experimental apparatus in the University, and trust that enterprising firms will help in the matter of the equipment of the new Engineering Laboratories which will enable them to advertise to great advantage in the important market of the Far East.

THE FUTURE OF CHINA.

Concluding a leading article on the first anniversary of the Republic, the *Peking Daily Telegraph* says:—

The question of recognition by the various Powers is only a minor one. We will labour and work unrecognized and misjudged by the world, till that great day comes when the Great Powers awake to the fact that a greater and mightier one has come over them, the conqueror of the World—China. Then will the great vision of the German Emperor be fulfilled which he saw long ago, and we believe it to be a prophetic vision—a nation from the East moving slowly, but steadily, towards the West. Under that vision the Kaiser wrote the warning words:—

"Nations of Europe hold fast your most sacred goods."—The 10th of October was a great day in China's annals. There will be a greater day yet—perhaps not too far off—when the Powers, the great Powers, will then as a minimum disappear in China's future greatness.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—
His Excellency the Governor, Sir F. M. MAE, K.C.M.G.
His Excellency the General Officer Commanding the Troops, Colonel C. W. ST. JOHN.
Hon. Mr. CLAUD SEVERN (Colonial Secretary).
Hon. Mr. J. A. S. BUCKNILL (Attorney-General).
Hon. Mr. A. M. THOMSON (Colonial Treasurer).
Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).
Hon. Mr. E. R. HALLIFAX (Registrar-General).
Hon. Captain F. J. BAILEY (Captain-Superintendent of Police).
Hon. Sir Kai Ho Kai, M.D., C.M.G.
Hon. Mr. Wai Yik.
Hon. Mr. H. E. POLLOCK, K.C.
Hon. Mr. C. H. ROSS.
Hon. Mr. J. W. C. HONNAR.
Mr. R. H. CROFTON (Clerk of Councils).

MINUTES.
The minutes of the previous meeting were read and approved.

FINANCIAL MINUTES.
The Colonial Secretary, by command of His Excellency the Governor, laid on the table Financial Minutes Nos. 48 to 53, and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded, and the motion was agreed to.

FINANCIAL.
The Colonial Secretary laid on the table the report of the Finance Committee (No. 10), and moved its adoption.

The Colonial Treasurer seconded, and the motion was agreed to.

PAPERS.
The Director of Public Works, by command of His Excellency the Governor, laid on the table the following papers:—
Report of Proceedings of the Public Works Committee.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the Quarterly Return of Excesses on subheads met by savings under Heads of Expenditure, and Estimate of Expenditure in connection with the Kowloon-Canton Railway (British Section) during the year 1912.

SCAVENGING AND CONSERVANCY BY-LAWS.
The Colonial Secretary moved that the Council approve of the Scavenging and Conservancy By-laws made under section 16 of the Public Health and Buildings Ordinance.

The Director of Public Works seconded.

Hon. Mr. POLLOCK—Sir, there is one bye-law which, I think, requires attention, and that is bye-law No. 8. Bye-law No. 8 reads:—"The occupier of any premises situate within any of the districts specified in bye-law No. 1 (1) or if there be no occupier the owner or the immediate landlord shall make due provision for the daily removal from his premises of all ashes, domestic waste, refuse and other objectionable matters to the dust carts, dust baskets, dust-bins or dust boats provided by the Sanitary Board, or by the scavenging contractors." Now, Sir, that clause among others, inasmuch as it refers to sub-section of section 1, refers to the Hill District, and the procedure as set out in clause 8 seems to be altogether inapplicable to the practice which has hitherto prevailed in the Hill District. In the Hill District the householder has provided himself with a proper bin for containing ashes, domestic refuse, and so on, and that bin is placed and remains permanently in a convenient place in the backyard of the householder of the Peak, and somebody comes along and empties it early in the morning in my house at 2.30 a.m. At all events the practice which actually prevails, as there is no removal of ashes, domestic waste or refuse, is that it simply remains in the bin until somebody comes into the backyard at night and clears it away. As this clause 8 reads, it might be taken to mean if somebody does not chance to come round to collect the ashes, I may be compelled under this bye-law to send all this refuse down to the dust bins. I certainly think it advisable that some amendment should be made, because as it stands it is open to misconception. I do not suppose for one moment that it is intended to alter the present practice, but I think it objectionable to have a bye-law so worded that under certain circumstances it can be made liable to abuse. Therefore, I move that this bye-law be referred back to the Sanitary Board, as I am quite sure it will be possible to amend it in some way which will make it fit in with the practice actually prevailing. I understand that, as regards houses on the lower levels, the practice is somewhat different to that which prevails in the Hill District. The householder does not leave his bin in the yard, but puts it somewhere on the going for the dust cools to collect on going their rounds. My point is quite clear. This wording is not as suitable as it might be, and certainly is open to misconception.

HIS EXCELLENCY—I have not got the bye-laws for which these are made and substituted.

Hon. Mr. POLLOCK—I have not looked them up myself, but I am told that this bye-law is identical in language with the previous bye-law. There is no reason when passing a new section why it should not be altered.

HIS EXCELLENCY—No. It had better be made clear. It can stand over till next meeting, and we will look into the matter.

KOWLOON-CANTON RAILWAY.

The Colonial Secretary—Before moving the Resolution which stands in my name I will, with your Excellency's permission, say a few words in explanation of the expenditure which is estimated will be necessary to complete the construction and equipment of the British Section of the Kowloon-Canton Railway. It will be within the recollection of honourable members that at the meeting of this Council held on 27th of April, 1911, they voted a sum of \$412,501 for Railway Construction during the year 1911. For various reasons into which I need not now enter a sum of only \$137,075 was spent during the year, leaving a balance

which lapsed of \$275,427. Therefore, a large portion of the net amount which the Council is asked to sanction for disbursement during the current year is in reality in the nature of a re-vote. The total sum now estimated as being required to complete the construction and equipment of the Main and Branch Lines as shown in columns 5 and 6 of the Statement amounts to \$2,128,052, or, excluding the sum of \$1,473,850 already voted by Council for the Station site, to \$654,173. The principal items of which this last figure is composed fall under five main heads of expenditure, namely, (i) Station and Station Yard, (ii) Locomotives, (iii) Addition to Engine and Engine Shops (iv) Carriage and Wagon Rolling Stock, and (v) Manager's House. I will deal separately with each of these heads.

STATION AND STATION YARD.
The provision required on this account is distributed under the following heads of charge:—

Formation.	
(c.)—Roads	\$ 6,655
Track.	
(a.)—Ballast	10,954
(b.)—Permanent Way	31,075
Station and Buildings.	
(a.)—Buildings and Fixtures	254,128
(b.)—Station Machinery	18,981
(c.)—Furniture	6,000
General Charges.	
(a.)—(1.) Salaries and Allowances	12,477
(2.) Office Expenses	1,002
	\$341,272

For explanation of these items I would refer honourable members to the Manager's notes in column 7 of the Statement. It is impossible to estimate with any degree of certainty what the cost of the station building will be until the plans are prepared, but the Government do not wish to spend more than \$200,000 at present if it can be avoided, though it may be necessary to spend a further sum not exceeding \$100,000 in order to provide all the accommodation required. You informed the Council, Sir, at its last meeting that the designs for the station were by kind permission of the Government of the Federated Malay States being prepared by Mr. A. B. Hubback, Government Architect. Mr. Hubback will submit his preliminary sketches for approval before he proceeds to the preparation of general drawings, specification and estimate.

LOCOMOTIVES.

The sum of \$5,000 included under Head of Charge IX. Plant (c) Locomotive Rolling Stock, is intended to cover the cost of two locomotives. One of these engines was ordered early in 1911 and was provided for in the Estimates of Railway Capital Expenditure for that year, but owing to delay in shipment the vote lapsed on 31st December. Provision for a fourth tank locomotive was, you will remember, included under special expenditure chargeable to capital in the railway open line estimates for the current year, but owing to a reduction in traffic receipts consequent upon the revolution and the unsettled state of South China and to the heavy calls on revenue on other accounts it has been considered advisable to meet this expenditure out of funds provided by loan. This method of financing is quite legitimate, because with the addition of one more main line engine, making five in all, and of one more branch line engine, making three in all, for which a provision of \$65,000 is made in "estimate to complete," the total expenditure of this account will be no more than is necessary to place the engine power both as regards the main and branch lines on a sound working basis. The third and fourth main line engines arrived on 14th June and are now in service. The Government is at present in correspondence with the Crown Agents with reference to the placing of orders for the fifth main line and third branch line engines.

ADDITION TO ENGINE SHOPS.

These additional locomotives necessitate an addition to engine shops for which \$10,000 is included for disbursement this year and \$5,000 next year under Head of Charge VIII. Stations and Buildings (d) Workshops.

CARRIAGE AND WAGON ROLLING STOCK.

The sum of \$107,000 inserted under head of Charge IX. Plant (f) includes the cost of eight coaches for which provision was made in the Estimate of Railway Capital Expenditure for the year 1911; which provision, however, lapsed on 31st December owing to non-delivery of the underframes. These carriages are now in service. The estimate of \$18,512 in the column "to complete" is for coaches for the Fanling-Shantokok branch line.

MANAGER'S HOUSE.

A sum of \$20,000 for a house for the Manager was, you will remember, included under special expenditure charge to capital in the railway open line estimates for the current year, but for the reasons given in the preceding paragraph it has been decided to meet this expenditure out of funds provided by loan. Provision was included in the open line estimates on the supposition that a suitable site could be found on Crown Land. In December last the Manager of the Railway and an officer of the Public Works Department were instructed to inspect the sites available and to make a joint recommendation. They reported that there were only three worthy of serious consideration, namely, (i) Observatory Hill, (ii) a site immediately North of K.L.L. 1132, both on Crown Land, and (iii) a portion of Garden Lot 31 privately owned. They stated, however, that both the Director of the Observatory and the Director-designate had raised strong objections to the erection of any further building in close proximity to the Observatory owing to the adverse effect it would have on the magnetic instruments; and that as regards site (ii) it lay inconveniently close to the native district of Yaumatei and would be hot in summer. They therefore recommended that if possible site (iii) should be acquired. On further investigation it was, however, found that the acquisition of the site, together with the erection thereon of a suitable house, would together cost no less than \$60,000. These officers were then instructed to go

into the question of purchasing outright a suitable house in Kowloon. They reported in January that the only suitable house available for acquisition was one situated on K.L.L. 1132 containing on the ground floor three rooms and four on the first floor with detached kitchen and servants' quarters. It was subsequently ascertained that the owner would be willing to accept \$60,000 for the property, the area of which is 50,929 square feet. Deducting \$35,000 for the value of the house and servants' quarters, upon which a sum of \$25,000 was spent in construction in 1902-3 by the then owner, the amount asked for the land works out at \$35,000 or about 68 cents per square foot. This property, which is a very valuable one, the Government now propose to acquire, and to charge the value of the house and 24,933 square feet to Railway Capital Account (see Head of Charge X General Charges (c) (2) Quarters and Offices), and to pay for the balance comprising 25,996 square feet out of Colonial Revenue. There is little Crown land in this neighbourhood and the Government may require land there in the near future. Honourable members will have noticed that provision for this latter purpose has been included in the Public Works Extraordinary Estimates for 1913 (item No. 43). It is further proposed that the Manager should be charged a rent equal to 4½ per cent. on \$25,000, the value of the house, that the necessary heavy furniture should be provided and that he should pay an annual rental of 10 per cent. thereon. The expenditure on Railway Capital account to 31st December, 1911, amounted to \$12,021,503, and it is estimated that the repayments of the Wuchang Loan will fall short of that figure by \$307,212. In addition to this capital liability there is the amount voted under Financial Minute 25 of 29th May, 1912, for purchase of land for the station site, namely, \$1,473,879.25, and also the sum of \$654,173, the details of which I have explained at some length in the preceding paragraphs. The total capital liability will therefore amount to \$2,435,284, and to meet it the Government propose to take advantage of the authority conveyed by the Railway Loan Ordinance, 1905, and by the General Loan and Inscribed Stock Ordinance of the same year to make a further issue of Inscribed Stock to the extent of \$250,000. I therefore move the resolution standing in my name as follows:—

"It is hereby resolved that a sum of Dollars Three hundred and nine thousand two hundred and fourteen be advanced out of funds in the custody of the Government for the construction of the Kowloon-Canton Railway." (British Section) during the year 1912.

The Colonial Treasurer seconded.

Hon. Mr. POLLOCK—Sir, I should like to ask whether the sum of \$2,000 in sub-division 10 of the general charges contains any part of the architect's fee?

HIS EXCELLENCY—It does not.

Hon. Mr. POLLOCK—That being so, I will defer my remarks with reference to the terminal station at Kowloon to my budget speech.

QUESTIONS.

THE STATE OF THE ROADS.

The Hon. Mr. E. OSBORNE, in terms of notice, asked:—

1.—Is the Government aware that for several months portions of the following roads—Barker Road, Magazine Gap Road, Seymour Road, Robinson Road and Hollywood Road have been in a state of disrepair?

2.—Will the Government state why these roads were not given attention as soon as it became necessary to repair them?

The Director of Public Works replied:—

1.—The Government have been aware that portions of the roads mentioned were in need of repair in order to restore them to good condition.

2.—To reply to this question, it is necessary to deal with each road separately.

Barker Road.—Repairs were delayed as it was intended to substitute tarmac-macadam for the material hitherto used. With the apparatus available, the production of tarmac-macadam is a slow process and, as the Tramway Company desired to replace the concrete surfacing of that portion of their track between the City Hall and Post Office with such material, arrangements were made to supply them with it. Barker Road, which is of less importance from a public point of view, has consequently had to stand over. Work on the repairs was, however, begun on the 3rd instant and is now in progress.

Magazine Gap Road.—This road was all put in good order in July last. The rainstorm of the 15th August, when 6 inches of rain fell, washed away the binding material, leaving the surface very rough. To avoid a repetition of this, it was decided to tar the surface and that portion of the road from May Road downwards was so dealt with, the work being completed about the 9th instant. It was found impossible, however, to do the whole road at present, as had been intended, and ordinary binding operations were therefore executed on the remainder of it.

Seymour Road.—The necessary repairs to the worst portion of this road were completed last month. The remainder of the road, which was in somewhat better condition, was left in abeyance as there was more pressing work to be done elsewhere. It has since received attention, the repairs being nearly completed.

Robinson Road.—A considerable length of this road was resurfaced with tarmac-macadam in July: the remainder of it being patched where necessary with ordinary macadam. Further repairs were postponed on account of more pressing work elsewhere, the surface of the remaining portion being in fair condition.

Hollywood Road.—This road is surfaced with concrete practically throughout its entire length. It is of great importance, and proper supervision should be exercised over work of this nature and, owing to the invaliding of one overseer out of the service and the illness of another extending over several months, the carrying out of the work was delayed. The worst portion of the road was resurfaced some time ago and the remainder is now well in hand.

THE ESCAPE OF A PRISONER FROM THE HOSPITAL.

The Hon. Mr. H. E. POLLOCK, in accordance with notice, asked:—

Why was the man who entered Beaconfield Arcade at night and who subsequently escaped from the Government Civil Hospital sent to the Prison Hospital instead of to the Prison Hospital? Was there not room in the Prison Hospital at the time? Were there any other persons under Police detention in the Government Civil Hospital at the time. Will the Government lay upon the table the statement, or, if more than one, the statements of Chinese Constable 393 as to how the man succeeded in making his escape? Did the Constable let the man out of his sight accidentally or intentionally, and if so, for how long?

The Colonial Secretary replied as follows:—

The man was not committed to gaol but was in police custody. He could not be sent to the Gaol Hospital without a Magistrate's warrant. There was one other person who was under detention by the Police in the Government Civil Hospital. The only statement made by Chinese Constable 393 Wong Kwan was as follows:—"I am Chinese Constable 393. On the 5th instant I was on duty at the Government Civil Hospital Ward No. 20, from 6 p.m. to 10 p.m., watching a prisoner named Wu Kan. He was handcuffed in bed No. 5. At 9.15 he made an excuse that he wanted to obey a call of nature. The handcuffs were then on, he did not ask for the handcuffs to be taken off and I did not remove them or touch them nor was I ordered by the Doctor or any person in hospital to do so. I do not know the prisoner, he is no relation or friend of mine. He is a Punti and I am a Hok Lo. When I reached the north verandah, from which I could see into the bathroom, only the top of the prisoner's head was visible outside the window." There is no reason to believe that the Constable intentionally allowed the man to escape, so that it must be presumed that he let the man out of his sight accidentally for such time as was required for him to reach the north verandah.

TRUCKS AND TROLLEYS.

The Hon. Mr. POLLOCK, in terms of notice, asked:—

Are any steps taken, and what, and by whom, to test the efficiency of brakes on trucks, trolleys and handcarts, when loaded up? Are there any and what Regulations in force making the use of such brakes compulsory under a penalty?

The Colonial Secretary replied:—

The answers to these questions are in the negative. Regulations are now being framed dealing with these matters.

THE PRISON STAFF.

The Hon. Mr. H. E. POLLOCK, in terms of notice, asked:—

Will the Government give the numbers of (i.)—Prison Officers on the European Staff, and

(ii.)—Prison Officers on the Indian Staff, who have been on the Prison Staff and who have either (a) left or (b) been dismissed from the Prison Staff, for each year since and including 1902?

Will the Government also state in how many of such instances the Officer was drafted from the Prison Staff into the Police Force?

The Colonial Secretary replied:—

The numbers employed on the Prison Staff are as follows:—

	European Staff.	Indian Staff.
1902/1903	28	38
1903/1904	31	31
1904/1905	27	27
1905/1906	26	26
1906/1907	24	24
1907/1908	30	30
1908/1909	32	32
1909/1910	32	32
1910/1911	34	34
1911/1912	66	66

The numbers who have left the Prison Staff are:—

	Resigned.	Dismissed.
	Euro-Indians.	Euro-Indians.
1902	1	5
1903	3	6
1904	1	3
1905	4	9
1906	3	16
1907	3	17
1908	5	8
1909	2	11
1910	2	13
1911	1	8
1912	0	14

*1. Deserted in 1911. 2. Deserted in 1912.

There have been no Europeans transferred to the Police Force, and there is no record of any Indians who have joined the Police after leaving the Prison Staff, but there have probably been about half a dozen who have so joined.

THE ESCAPE FROM THE GAOL.

The Hon. Mr. H. E. POLLOCK, in terms of notice, asked:—

(i.)—Will the Government state what kind of instrument was used by the prisoner who escaped from Victoria Gaol in the early morning of the 5th instant in digging his way out through the wall?

Will the Government also state how the prisoner (so far as can be ascertained) managed to get hold of such an instrument?

(ii.)—Will the Government lay upon the table the Departmental Inquiry as to how the prisoner made his escape?

(iii.)—Will the Government state how often during the night each cell is looked into.

(a.)—By an Officer on the European Staff, and

(b.)—By an Officer on the Indian Staff?

(iv.)—At what hours do the sanitary coolies go round the cells and under what supervision do they go round? Are they Chinese and are they free men or prisoners?

(v.)—How many officers and of what rating,

(a.)—Belonging to the European Staff and

(b.)—Belonging to the Indian Staff are inside of the walls of the Prison, at one and the same time, between the hours of midnight and 5 a.m.?

The Colonial Secretary replied:—

(i.)—The prisoner used a portion of the handle of a sanitary bucket, but it has not been possible to ascertain how he got possession of it.

(ii.)—It is not usual to lay such documents upon the table of the Council. The result of the Departmental Enquiry went

to show that a certain European Gaol Officer was to blame in the matter, and his case is being dealt with.

(iii.)—(a.)—The European Officers on night duty do not look into every cell, but they look into the cells of "specially watched" prisoners about every two hours. The man Wong Cheuk was a "specially watched" prisoner.

(b.)—The Indian Officers look into every cell at intervals of about a quarter of an hour, and into the cells of "specially watched" prisoners at shorter intervals.

(iv.)—The sanitary coolies do not go round the cells at all. The prisoners themselves remove the buckets to the west ramp, and are then locked up in the cells. The scavengers come at 5.45 a.m. and no prisoners are out of the cells while the scavengers are within the gaol precincts.

(v.)—The numbers are as follows:—

(a.)—One Principal Warder and one warder.

(b.)—Fifteen.

THE CROWN SOLICITORS ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to make provision for the appointment of and to define the power of the Crown Solicitors and Assistant Crown Solicitors of the Colony." Members of Council are aware why this Ordinance is introduced. It is introduced because new arrangements are made by which the legal business of the Government will be carried out in future by officers of the Government. The old arrangement was that the legal business of the Government other than carried on actually and personally by the Attorney-General was carried on through the medium of a private firm of solicitors. That arrangement has expired, and the new arrangement is now actually in force. There was an Ordinance passed last year of a temporary character which this present Ordinance supersedes, and under the present Ordinance the arrangements for the appointment of Crown Solicitors and Assistant Crown Solicitors and their duties will be regulated. There is nothing in the present Ordinance which in any way interferes with private practitioners, their practice or their rights.

The Colonial Secretary seconded, and the motion was agreed to.

The Objects and Reasons of the Bill are as follows:—To regulate the appointment, status and powers of the officers who under the new scheme under which the legal work of the Government is being and is to be conducted are to be styled Crown Solicitors and Assistant Crown Solicitors. The old arrangements under which the legal practice connected with the Government was carried on (other than through the Attorney-General) by a private firm of solicitors has been altered and it has now been arranged that such work will be carried on substantially entirely by officers of the Government. An Ordinance of temporary character (the Crown Solicitors Ordinance, 1911) was passed last year which it is proposed should be replaced by the present Bill.

THE CHINA CONGREGATIONAL CHURCH ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to provide for the incorporation of the Church Body of the China Congregational Church in Hongkong."

In doing so he said:—The objects and reasons have been appended to the Bill, but perhaps a few remarks from me will explain the objects of the Bill. The China Congregational Church Body in Hongkong was established in 1895 by the American Board of Commissioners for Foreign Missions, which was incorporated in Boston, U.S.A. This building cost them roughly about \$38,000, some \$18,000 of which was subscribed by local Chinese Christians in the Colony. This Church has been in existence for the last four years and now the time has arrived when the Congregational Church Body in Hongkong is able to manage its business for itself, and the American Mission is willing to transfer the property over to them for their own management on the refunding to the mission of something like \$20,000. I think the Government is well aware of the whole question, and I understand there will be no objection on the Government's part to the incorporation of this Church by Ordinance. The members of the Church Body of this Church I know to be respectable men of this Colony. This Ordinance is, of course, necessary to confer upon them the power and the rights to hold property and also to manage the Church affairs. With these few remarks I beg to move the first reading of the Bill, and would further move that the reading of the title be deemed sufficient for the purposes thereof.

Hon. Mr. Wai Yik seconded, and the motion was agreed to.

The Objects and Reasons are:—The Church Body of the China Congregational Church in Hongkong, having agreed to acquire the land and building (Inland Lot 1424), now registered in the name of the American Board of Commissioners for Foreign Missions, which have since the completion of the buildings been occupied by the Congregational Church, desire to be incorporated for that purpose, and in order to enable them to regulate the membership and other matters relating to the Church.

THE ESTIMATES.

The Colonial Secretary moved the second reading of a Bill entitled, "An Ordinance to apply a sum not exceeding seven million one hundred and sixteen thousand four hundred and fifty-four dollars to the Public Service of the year 1913."

Hon. Mr. POLLOCK—Sir, I have been asked by the unofficial members of this Council to be their spokesman in regard to the estimates for the year 1913, and therefore in what I am about to say I am voicing the sentiments of my unofficial colleagues as well as my own sentiments. Sir, we are compelled to make certain representations which will lead to increased expenditure, for whilst we fully realise the force of your Excellency's remark that strict economy is necessary, we do not consider that it would be sound economy to stint ourselves in regard to matters which are essential to the good welfare and progress of this Colony. In regard to the question of the

(Continued on Page 5.)

INTIMATIONS

COUPON

1844.

WE have pleasure in announcing to our Customers and Public of Hongkong and Coast Ports that under the Coupon system introduced by the Distillers, Messrs. WILLIAM GRANT & SONS, LTD., of Glasgow, in connection with our M.P. Whisky, Mr. H. D. IFFLER has turned up as possessor of the number 1844 drawn, and we have provided him a First Class Passage home as stipulated in the Coupon.

H. RUTTONJEE & SON,

Wine and Provision Merchants.

RECEIVED from Messrs. H. RUTTONJEE & SON, a first class ticket free, under the Coupon System introduced by the Distillers in connection with their M.P. Whisky.

(Sd.) H. D. IFFLER.

[33]

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS, CHATER ROAD.

Always have on hand a very large complete stock of

SCIENTIFIC AND SURVEYING INSTRUMENTS

Transits, Levels, Plane Tables, Prismatic and Sight Compasses, Hand Levels, &c., &c.)

also

DRAWING INSTRUMENTS AND MATERIAL

(T-Squares, Set Squares, Straight Edges, Scales, Inks, &c., &c.)

AGENTS FOR—

W. F. STANLEY & Co., LTD., LONDON.

E. R. WATTS & SON, LTD., LONDON.

45

OUR STUDY OF THE EYE



HONGKONG LEGISLATIVE COUNCIL.

(Continued from Page 5.)

not prejudice the early inclusion of Hongkong in the Imperial long-distance scheme of wireless telegraphy. We note with satisfaction the proposal to erect bathing sheds near the east and west ends of the city. With regard to the Kowloon Railway, we consider that the increase in expenditure for a more efficient train service and for further locomotives and rolling stock is justified, and we welcome the starting of refreshment trains, and the proposed new roads which it is proposed to make at certain train halts. With regard to the design for a terminal station at Kowloon, the unofficial members are most strongly of opinion that the plans for that station ought to have been thrown open for competition by local firms in this Colony who are necessarily better acquainted with local conditions than any gentleman, however experienced, from the Federated Malay States. We cannot understand why civil engineers in this Colony, some of whom have actual practical experience in railway station building, have been passed over in this way. I gather from what fell from the Colonial Secretary a short time ago today that matters have not proceeded very far with Mr. Hubback, and we wish, Sir, to strongly urge, if it is yet time, that the plans for this station shall be thrown open in the usual way to public competition in this Colony. In conclusion, Sir, whilst we have found some matters to comment on in this budget, we desire to state that we fully realise that your Excellency has, since your return to this Colony in July last, worked hard in the public interest, and we beg leave to assure you, Sir, that in boldly and fearlessly assailing any abuses there may be, you can always count on the sincere sympathy and hearty support of the unofficial members of this Council. (Applause.)

Hon. Mr. OSBORNE.—Your Excellency in your Budget speech dwelt upon the necessity for economy in the administration of public funds, a sentiment which will be received with approval from every side. But if your Excellency's warning is intended to foreshadow a cessation of expenditure on public works or of expenditure which is necessary for the protection of life, property and health, then, Sir, I submit that such economy would be unsound and I think there will not be many people who will be able to view the prospect with satisfaction. Because it will, I think, be conceded by everyone who understands the peculiarities of Hongkong's position in the commercial world, who realises how slender the foundations of that trade, I will, I think, be conceded that it is the duty of the Colony to prosper it can only be by judicious and continual expenditure upon improvements that will attract shipping to our port and people to our shores. From the moment we begin to lag behind other ports in China, whether it be in the matter of wireless telegraphy or the deepening of our harbour; from the moment we neglect to push our commerce; to extend our railway connections; to keep the port healthy; to provide reasonable comfort for our citizens; from that moment will Hongkong's attractiveness cease and its prosperity begin to pass away. All this, of course, means expenditure and expenditure means taxation, but in our case it also means progress and prosperity which enable taxation to be borne. First and foremost should there be unstinted expenditure on the policing of our premises, the efficient protection of life and property; second in importance is the provision of a plentiful supply of water sufficient for all our needs throughout the year. This we have not got, we never had, and it is to this question that my remarks are specially pointed. We are now commencing the building of a reservoir which will give us a ample water supply for the whole year round, and whilst for congratulating the Government upon commencement of the work, I want to ask that nothing shall be allowed to stand in the way of completing it in the shortest possible time; and that its heavy cost shall not be put forward as an excuse for shelving other works of public utility. If it is argued that money is not forthcoming for this as well as other works, my answer is that this is pre-eminently the case for a temporary loan. I am aware of the policy of the Colonial Office which forbids and Colony to incur heavy indebtedness and I fully endorse that policy so long as it applies to expenditure on costly buildings and other luxuries of wealth, but when it comes to compelling us to spend on building a reservoir the money we ought to spend on ridding the Colony of mosquitoes, plague and Kwangtung criminals, then I maintain that such a policy is wrong and unsound. This question of water is a matter of great and urgent necessity, and if a loan be needed and the Colonial Office refuses its sanction, the matter should be referred to Parliament, to whom it should be explained that for barely 5 months' full supply whilst our dry season may any year extend to 7 months. If it were pointed out that during the year 1911 the 300,000 Chinese of this Colony had to be content with a short supply of water for 190 days; if it were made clear what this short supply means; that it means just sufficient for culinary purposes and little or none for cleansing. If it were known that for years past we have been preaching to these same people the gospel of cleanliness and sanitation on the one hand and on the other hand we have withheld the one thing essential to cleanliness, which is water; if the mockery underlying this aspect of the question were exposed in Parliament then I think the Colonial Office might be induced to withdraw its opposition to a loan. Meanwhile we are starting with an expenditure of \$250,000 on a work which I believe is to cost roughly \$2,000,000, and whether we borrow or whether we don't I want to ask your Excellency to take steps that the delays which characterized the building of the Law Courts, the Post Office and the Kowloon Market shall be repeated here. I want to put your Excellency to invest the engineer in charge with full powers to carry out the work and to hold him directly responsible to your Excellency for completion within the contract time. I want to suggest to your Excellency to hasten the work by offering the contractor a premium for every month he saves under the contract period, and I ask your Excellency to cause to be placed upon this table every half-year a statement similar to that which is given for the Typhoon Refuge, which though not an absolutely correct index is at least sufficient to enable this Council

and the public to form an opinion as to the progress of the work.

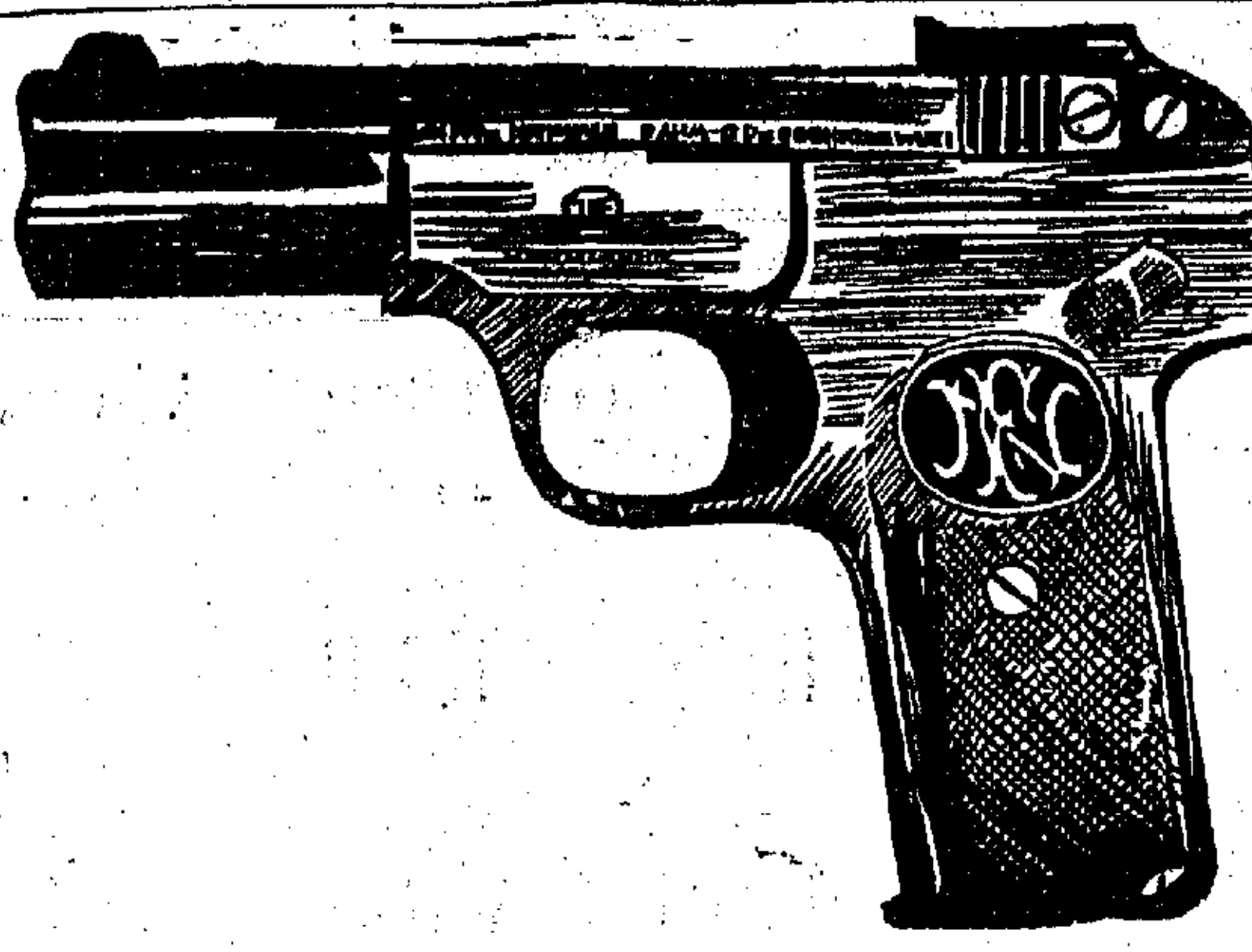
THE DIRECTOR OF PUBLIC WORKS.—My hon. friend on my left has made some remarks with regard to public works and has asked for some information regarding them. He expressed his regret that a sum of only \$250,000 should be spent during the coming year in connection with the Typhoon Refuge. I will not hesitate, Sir, if it becomes necessary, to apply to the Council for further sums, but the nature of the work in its elementary stages is of a somewhat slow and tedious kind, consisting largely of excavation, some of which will doubtless be among rock, and the operations attendant on it are not of a very costly nature. A contract was signed only two days for the carrying out of this work. The amount of the contract is \$1,781,817.98. The time allowed for the completion of the work is five years, but I trust that within two years from the present time the work will have reached such a stage as to enable us to derive some benefit from it in the way of an increased supply of water. The question of roads is one that is very much in the public eye, and as hon. members are aware from their own observations, some important methods are being tried with a view to overcoming some of the difficulties which exist in maintaining the roads in good condition in this Colony. It is rather distressing after a road has just been put in good order to have a severe rain storm within a few weeks and see all the work which has been done obliterated. As regards the report of the Post Office, the recommendations of the Committee are at present engaging the attention of the Government. The hon. member's suggestion that prompt steps should be taken to deal with branch nullahs is being acted on, and where extensive works are proposed to be undertaken the branch nullahs will also be dealt with. With regard to the remarks of my hon. friend opposite (Hon. Mr. Osborne), I think the only one I am called upon to make any comment on is that with regard to the offer of a premium for the earlier completion of the large dam at Tytan Tuk. The position is that when the reservoir is completed, it will be in excess of present requirements. It is not being carried out with a view merely to meeting our absolutely necessary requirements of today, but with the view to meeting the requirements of some period in the future. As I have said, we will begin to receive a benefit from it within about two years from the present time, and seeing that it is so there does not appear to be any necessity for offering any premium for the completion of the work. Every step, however, will be taken for endeavouring to carry it out within the period allowed for the fulfilment of the contract. (Applause.)

Hon. Mr. OSBORNE.—With your Excellency's permission—I understand that when this new reservoir is completed it will hold a little more than is necessary to give the Colony a full supply throughout the year. The remarks made by the Hon. Director of Public Works are very truly, but the little more is very little, and for all practical purposes we want to-day the amount of water which will be given to us in five years' time if that reservoir is completed.

THE DIRECTOR OF PUBLIC WORKS.—The hon. member is correct, Sir, in stating that the contents of the reservoir are approximately the quantity required to give a full supply of water throughout the year, but he loses sight of the fact that the period we have to consider really is the dry season, which may be taken as between seven and eight months. During that period also there is always a very considerable yield from the streams. Those rendered available at the present time may be reckoned upon to yield 1,000,000 gallons per day throughout the dry season, and when the further works are completed and other streams brought in the supply derivable from that source will probably be increased to 1,500,000 gallons per day. So these are matters which he has left out of consideration in his remarks.

HIS EXCELLENCY.—Gentlemen.—The first subject that the hon. member who represents the Justices of the Peace referred to was the subject of the Imperial grant in aid towards the difference in the opium revenue for the letting of the farm for the years 1907 to 1910 and for the letting of the farm for the years 1910 to 1913. Now the difference was \$268,800, and the Imperial Government when it has made its payment for the year 1912-13 will have paid £33,000, which exceeds the amount of the so-called loss to the Colony. There was never any question of the Imperial Government continuing their contribution after the letting of the current farm, and I do not see why we should expect them to do so. The restriction of the traffic in opium is an Imperial policy, and I take it that hon. members do not wish to dissociate themselves from the Empire, and I fail to conceive any adequate argument which would justify us in trying to shoulder any burden which that policy may cast upon us on the one hand, and the overburdened shoulder of the British taxpayer who is really taxed and heavily taxed. Therefore, gentlemen, I think I am right in saying that we have been liberally dealt with in this matter, and I hope that it is the feeling of the majority of Englishmen in the Colony. The hon. member then spoke about the police. I am sorry that he does not think that the increases that are proposed to be made in the force in the estimates for next year, some of which have already been made this year, are sufficient. They are very considerable. When they are made Hongkong will have more than one policeman to every 450 of its inhabitants. London has, I believe, one policeman for every 1,000. The two places, perhaps, are not altogether comparable, but still the number of police to the population here is very high indeed. The Captain Superintendent of Police, myself, and the Colonial Secretary have gone into this matter, and we consider that the increases that have been made are sufficient. The hon. member referred to the insecurity felt by Chinese at Kowloon. As a matter of fact, last time I saw the figures taken out there was less crime on the Kowloon peninsula than in the City of Victoria, and I doubt very much whether it is insecurity that debars Chinese from living in the outlying villages. Chinese, as we all know, like to get close together. If you built a row of houses without another row to face it it would be difficult

INTIMATION



Automatic Pocket Pistol "Browning" 8 shots in 2 seconds, and ammunition to fit.
MAUSER SELF-LOADING PISTOL, with HOLSTER BUTT STOCK.
10 Shots in 2 seconds, and Ammunition to fit.

Descriptive Illustrated Catalogues from
SIEMSEN & Co., (MACHINERY DEPT.)
471 QUEEN'S BUILDING, PRAYA, HONGKONG.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).			
Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.	
"CHANGSHA"	30th Oct.	4th Nov.	
"TAIYUAN"	24th Nov.	28th Nov.	

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to
BUTTERFIELD & SWIRE,
Hongkong, 23rd October, 1912. TELEPHONE No. 35. AGENTS. [1251]

to let those houses to Chinese. You would have to put up a dead wall opposite to keep the devils away. (Laughter.) The hon. member urged an additional increase of police in order that there might be a greater protection from theft. I think the time has come when the community ought to be able to help itself in this matter. Lately I visited the city of Manila, which is run by our American cousins in a very up to date way from every point of view. I was much interested to see that every single house both in the old city of Manila and in the modern residences outside had its windows protected by light iron bars on the ground floor and in some cases on the first floor to prevent access by thieves. I noticed it in a house lately built for my friend the Right Reverend the Bishop of the Philippines, Bishop Brent, whom many of you may know. I expressed great astonishment—it was one of the first houses of the kind that I had seen—at the array of railings in front of the windows, and he said, "My dear sir, if I had not those I could not keep anything in the house at all." I think we ought to take a leaf out of the book of our American cousins, or a leaf out of the book of the old people at Home. When you go to bed at Home in town or country you generally lock up the plate in a safe or box and take good care that the front door and the back and the windows are firmly secured, and if you do not do it and are living in town you will soon find that the police will wake you up and upbraid you for not taking ordinary precautions. Great store has been made of the so-called burglaries at the Peak. I had particular details of these cases taken out and there was no burglary amongst them, not technically a burglary. In every single instance access was gained either through a door or open window. If the precautions taken in Manila were taken here, or any precautions, the five cases which created such a sensation here would not have occurred. The Chinese, like reasonable people as they are, are already taking precautions in that direction, and if the Europeans would help them and follow their example, and the Chinese would push these precautions further, the Captain Superintendent of Police would have a much better record to show. The way houses are left unprotected now is really hardly fair on the police. The hon. member referred to the large amount of property which had been stolen. I believe that last year there were some heavy thefts on the harbour, and I am not altogether sure that the persons in charge of the property were not likewise somewhat to blame, but I do not wish to shift the responsibility on to them. The hon. member next referred to a subject which caused me great pain to hear; that is, his remarks of corruption in the police force. This is a very serious matter for the force. It is the first I have heard of, and I will make what investigation I can into the matter. The hon. member next referred to the question of bringing watchmen under police supervision and control. This subject, I remember, came up some little time ago, and as a result the police on patrol were instructed, and they did follow out the instructions to report to their employers Chinese watchmen whom they found asleep on duty. It is an interesting subject, and I will confer with the Captain Superintendent to see whether something more may not be done to bring these Indian watchmen under better supervision. Regarding the remarks made by the hon. member concerning the escape from the prison, I would like to say the inquiries which have been held show that if the written instructions had been carried out by the staff the escape would not have occurred. Therefore it does not seem reasonable that on account of this one escape a commission of inquiry should be appointed to inquire into the adequacy of the staff or the training and organisation of the prison officials. The organisation of the prison is largely the

work of Mr. R. H. Craig, who is at present on leave, and who is about as capable a prison officer as it is possible to find anywhere. He spent 15 years in the prison service at Home, and I cannot think that there is much wrong with the organisation; in fact, I am sure there is not. The staff I believe to be adequate for the same reason. As regards the salaries, I may say that I have had under my consideration for several weeks past applications from various branches of the Civil Service for an increase in salaries. This is a matter which requires the most careful investigation, and I have spent a very great deal of time in investigating it. When I arrive at a conclusion on the subject I shall make a recommendation to the Secretary of State in the matter. Before I do so I shall consult unofficial members of this Council in the matter and let them know what my recommendations are likely to be. Now, as regards the accommodation of the Gaol, it is undeniably most deplorable that at the present time the gaol is so overcrowded. But I would remind hon. members that in the year 1910 an additional ward was built, and in the year 1911 the present accommodation was adequate and the Superintendent informs me that there was no overcrowding. This year there has been a very large increase in the total population of the gaol, but we hope that it is only temporary. There are several causes which contribute to it. One is the extraordinary activity of the Commissioner of Police in Canton, who is making Canton so hot for undesirables that they come down here. Another is the extremely low steamer fare, which is only ten cents for a passage from Canton to Hongkong. Third is the number of persons who return from banishment as they are imprisoned for that offence. There are at the present moment, I think, 110—1 am certain there are over 100—confined in gaol for returning from banishment only. We have no other means of dealing with them. If we could put them out the way altogether it would be a great comfort to us. (Laughter.) Also the persons detained pending inquiries from banishment make a heavy demand upon our accommodation—although we have specially provided for them now. They number 40. There is 150 straight off. This matter will be watched, gentlemen, and, of course, if it turns out that this increase is not temporary, then we shall have to take out of the last opium farm a very elaborate plan for building a convict gaol, plans which were elaborated not long ago and for which we will have to pay the nice little item of \$450,000. You may imagine that we are not anxious to embark upon it until we have to do so. The hon. member referred to the granting of additional powers to the magistrates to inflict corporal punishment. As hon. members wished this matter looked into, I will look into it, but I am not sure whether anything can be done in that direction. The hon. member referred to the military contribution, and I interrupted him. I can only say that the question of the manner in which that contribution is assessed has been the subject of much inquiry by Sir Frederick Lugard, and I understand that an inter-departmental committee in London is investigating the subject. I take this opportunity of reminding hon. members that in all he has written on the subject Sir Frederick Lugard never suggested, much less recommended, that there should be any reduction in the military contribution, and in that opinion I myself thoroughly concur. I think we in this Colony ought to bear our share of the Imperial burden. The hon. member referred to wireless, and he hoped that the building of a comparatively small low power wireless station from ship to shore would not prejudice the inclusion of Hongkong in the large Imperial scheme. I addressed the Secretary of State on the subject both by telegraph and despatch and have informed him fully of the wishes

and aspirations of the unofficial members of this Council and the mercantile community upon this subject. The hon. member next referred to the terminal station of the Kowloon-Canton and he asked why the plans for that building were not thrown open to public competition among local architects and others. Well, gentlemen, my answer is, because I can make more economical arrangements which I think will be quite satisfactory. Mr. Hubback is to undertake the work, no matter what the cost may prove to be, whether it will be \$200,000 or \$300,000, for an inclusive fee of \$5,000, which, I think, is exclusive of travelling expenses to this Colony and hotel expenses while here. He is coming here to study local conditions. He is a gentleman who has designed many terminal stations for large railways, and I hope and trust he will be able to satisfy unofficial members and the public of the Colony by giving us something good. The gentleman who I find during my absence has acquired the title of the member for Kowloon—before that he enjoyed the sobriquet of "the embodiment of common sense"—spoke of the reason for economy, and urged that such economy should not militate against the prosecution of public works, the provision of adequate police, and the provision of an adequate water supply. Well, now, the reason, gentlemen, why it is necessary to be cautious in our expenditure is that the ordinary revenue for 1913 only exceeds the expenditure, less public works extraordinary, by \$750,000 in round figures, and the programme for public works extraordinary is no less than \$1,693,000 in round figures. Therefore, you will see that our surplus revenue by no means covers—does not even cover one-half of what we wish to spend on public works. Therefore it is necessary to be economical. The public works programme is so large that I do not think you can accuse us of not spending enough on public works. Some people will say we are spending too much. I have already said we are fully alive to the necessity of having an adequate police force. We are one and all resolved that *Pax Britannica* must be observed, and if the increase we are making is not sufficient to attain that object we will have to consider something else. The Director of Public Works enlightened you on the subject of water, and I think we are doing all that can be reasonably expected in that direction. I would only ask the unofficial members to use their influence to divert the attention of the Sanitary Board from the Pokfulam reservoir. The crusade for attacking the purity of that supply and even going so far as to recommend that it should be shut up altogether is useless. The water is good, and the necessity for it apparent. Even with the new reservoir we cannot hope to do without it. The estimates laid before you show a substantial balance in hand. We are dipping into that balance to provide additional works, large works such as the Mongkoktsui breakwater and the water supply, and I think that the member for Kowloon must agree that as long as we have money in our pocket it is not good finance to borrow more. Let us first see if we can manage out of the reserve we have built up in recent years. If we cannot do that then it will be time to seek the Colonial Office for a loan. I would like to say here in reply to his somewhat caustic comments on the Colonial Office about a loan that we have not yet asked them for a loan and they have not refused us. I would also say in the matter of water that one of the best ways of making the water go round for the whole year is to economise in its use. The waste of water is somewhat dreadful. It is over 21 gallons per head in Victoria; and over in Kowloon, where taps are not laid on to Chinese houses, we find that the population, which looks just as healthy, energetic and well cared for, gets on with about eight gallons—about one-third of the consumption in Victoria. If we can only get the population of Victoria and also the population of the Peak, who are very wasteful of water, to moderate the demand upon the taps in their houses, we should have very much less trouble in keeping our reservoirs. I can assure hon. members that the Executive Engineer—who is an extremely capable officer—in charge of Tytan Tuk, has got official authority to proceed with the work. He enjoys the fullest confidence of Mr. Chatham, and I do not think you need fear any delay in the work owing to restrictions due to red tape. The progress return asked for will be furnished hon. members so that they can note the progress of this important work. (Applause.)

HIS EXCELLENCY. rising again—I made a slip in quoting the difference between the amount of the last opium farm and the current one of \$268,800 a year. Therefore it comes to a considerably larger sum, and my little argument has rather had the bottom knocked out of it. Nevertheless, I still remain of opinion that the British taxpayer has done us very fairly in this matter. After all, it is his money and not the money of the Secretary of State.

The motion was then agreed to.

THE COLONIAL SECRETARY moved that the Bill be referred to the Finance Committee.

THE COLONIAL SECRETARY seconded, and the motion was agreed to.

HIS EXCELLENCY.—Council stands adjourned until next Thursday.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held afterwards—**THE COLONIAL SECRETARY** presiding. The following votes were passed:—

PRISON REQUIREMENTS.

The Governor recommended the Council to vote a sum of Three thousand three hundred and twenty-five Dollars (\$3,325) in aid of the vote Police and Prison Departments, C.—Prison, Other Charges, for the following items:—

Clothing and Shoes for Staff.....	\$ 75
Fuel and Soap.....	250
Subsistence of Prisoners.....	3,000
Total	\$3,325

NEW POLICE LAUNCH AND MOTOR BOAT.

The Governor recommended the Council to vote a sum of Nineteen thousand three hundred and fifty-four Dollars

(\$19,354) in aid of the vote Police and Prison Departments, Special Expenditure, A.—Police, Additional Launches (\$18,754) with Motor Boat (\$600).

NEW POLICE STATION.

The Governor recommended the Council to vote a sum of Three thousand five hundred and seventeen Dollars (\$3,517) in aid of the vote Public Works, Extraordinary, Miscellaneous, Reclamation of a Site for a Police Station at Sham-shuipo.

WATER WORKS.

The Governor recommended the Council to vote a sum of Two thousand seven hundred and fifty Dollars (\$2,750) in aid of the vote Public Works, Extraordinary, Water Works, Miscellaneous Water Works.

LAUNCH CHARGES.

The Governor recommended the Council to vote a sum of One thousand three hundred and fifty Dollars (\$1,350) in aid of the following two votes:—

Miscellaneous Services, Government Launches, Coal.....	\$1,000
Police and Prison Departments, A.—Police, Other Charges, Oil, etc., for Launches.....	350
Total	\$1,350

POLICE CHARGES.

The Governor recommended the Council to vote a sum of Three thousand two hundred Dollars (\$3,200) in aid of the vote Police and Prison Departments, A.—Police, Other Charges, for the following items:—

Coolie Hire	\$ 300
Incidental Expenses	100
Light	600
Secret Service	1,500
Subsistence of Prisoners	200
Transport	500
Total	\$3,200

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. *Tenyo Maru* left Kobe for Nagasaki on the 17th October, and is due here via Manila on the 28th October.

The P.M. str. *Persia*, with the American mail, left San Francisco for Hongkong, via Honolulu, Japan ports and Shanghai, on the 6th October.

The P.M. str. *Korea*, with the American mail, left San Francisco for this port via Honolulu, the Japan ports and Shanghai on the 12th October.

THE AUSTRALIAN MAIL.

The I.M.G. str. *Prinz Sigismund* left Sydney on the 18th October, at 11 a.m., and may be expected here on or about the 11th November.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 18th October, p.m.

THE GERMAN MAIL.

The I.G.M. str. *Torck*, carrying the German mails with dates from Berlin of the 2nd October, left Colombo on the 19th October, p.m., and may be expected here on or about the 30th October, p.m.

MERCHANT STEAMERS.

The Swedish East Asiatic Co.'s str. *Peking* left Singapore on the 20th October, and is expected to arrive here on the 28th October.

The str. *Berndtsen*, from London, etc., left Singapore on the 19th October for this port, and is expected to arrive here on or about the 25th October.

The str. *Kuls* left Manila on the 23rd October, and is due here on the 26th October, at daylight.

The str. *Kosak* left Singapore on the 21st October, a.m., is expected to arrive in Hongkong on the 27th October, a.m., and will leave most likely on the same day for Nagasaki and Vladivostok.

The str. *Seanchoon* left Rangoon on the 16th October, for Hongkong via Penang and Singapore, and is expected to arrive here on the 28th October.

The N.Y.K. str. *Yokohama Maru* (American Line) left Yokohama for this port via ports on the 16th October, and is expected here on the 25th October.

The "Barber Line" str. *Wray Castle* sailed from New York on the 18th August for Hongkong via the Straits.

The B.L. str. *Egmont Castle* sailed from New York on the 12th Sept. for Far East.

The str. *Glenesk* passed the Suez Canal on the 15th October, for Hongkong via Straits.

The T.K.K. str. *Shingo Maru* leaves San Francisco via usual ports on the 19th October, and is expected here on the 15th November.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Fauamp, from Tegal (Java), is due in Hongkong 25th October.

Kumayari, from Shimonski, is due in Hongkong 25th October.

Rooshing, from Guaymas (Mexico) is due in Hongkong 26th October.

Hangsang, from Shanghai, is due in Hongkong 27th October.

Chengshing, from Weihaiwei, is due in Hongkong 28th October.

SHIRE LINE.

Denbighshire, from London, is due in Hongkong 30th October.

Den of Glamis, from Shanghai, is due in Hongkong 26th October.

INDIA STEAM NAVIGATION CO., LTD.

Savarna, from Rangoon, is due in Hongkong 8th November.

WEATHER REPORT.

On the 24th at 11.25 a.m.—Pressure has increased rapidly in the neighbourhood of Vladivostok; this morning. A strong anticyclone is central over this district.

Pressure is inclined to give away along the S. coast of China, Formosa and the central Philippines. A shallow depression covers the latter area.

Moderate to light winds are indicated along the E. coast of China, and over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.0 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DIETRIER FORECAST.

Hongkong & Neighbourhood..... The same as Formosa Channel..... No. 1.

South coast of China between..... The same as Hongkong and Lanchow..... No. 1.

South coast of China between..... The same as Hongkong and Lanchow..... No. 1.

N.E. winds, moderate to light; sea.

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws.	COMFORT.	From HONGKONG calling at SHANGHAI, NAGASAKI, Kobe (via Inland Sea), YOKOHAMA and HONO-
MANCHURIA 27,000 tons, twin screws.	SAFETY.	LULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.
KOREA 18,000 tons, twin screws.	SPEED.	
SIBERIA 18,000 tons, twin screws.		
Also NILE ... 11,000 tons. CHINA ... 10,200 tons. PERSIA ... 9,000 tons.		

PASSENGERS HOLDING THROUGH TICKETS HAVE THE PRIVILEGE
OF TRAVELLING BY TRAIN BETWEEN KOBE AND YOKOHAMA,
FREE OF CHARGE.

SOME FEATURES OF SERVICE.

Lights and Fans Individual Electric Reading Light in each berth and
Electric Fan in each Stateroom under passenger's control.

Swimming Tank Is installed on deck for salt water plunge. Bathing
suits on board.

Band Filipino string Band Concerts each afternoon and evening and also during
Tiffin and Dinner.

Cuisine The Cuisine is under the direct supervision of one of the World's most
famous caterers.

Games and Amusements Deck Games, such as Quoits, Shuffle-
board and all kind of gymnastic sports,
are arranged during the voyage, as well as indoor Amusements, such as Musical Instru-
ments. Dances and Masquerade Balls on deck are also arranged to while away the time.

Wireless and Submarine Signal Service The most powerful Wireless Telegraph apparatus is installed on all Steamers.
Submarine Signalling is also used as an additional measure of safety.

Bilge Keels Are fitted to the Ships to prevent rolling at sea, thus ensuring
steadiness and constant comfort.

The Cost: is not more by this route with its unrivalled opportunities
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £22. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS. Tons Starting 1912

PERSIA	9,000	TUESDAY	12th Nov., at 1 P.M.
KOREA	18,000	TUESDAY	19th Nov., at 1 P.M.
SIBERIA	18,000	TUESDAY	3rd Dec., at 1 P.M.
CHINA	10,200	TUESDAY	10th Dec., at 1 P.M.
MANCHURIA	27,000	TUESDAY	17th Dec., at 1 P.M.
NILE	11,000	TUESDAY	31st Dec., at 1 P.M.
MONGOLIA	27,000	TUESDAY	7th Jan., at 1 P.M.
PERSIA	9,000	TUESDAY	28th Jan., at 1 P.M.

LET US PLAN AN ITINERARY FOR YOU. TELEPHONE No. 141.

FRED J. HALTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915.

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO

VICTORIA, VANCOUVER, B.C.

SEATTLE & TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS.

STEAMERS	SAILING
"LOED CURZON" ...	On 20th Nov.
"OCKLEY" ...	On 17th Dec.

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious
Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 730, KING'S BUILDING, PRINCE CENTRAL.

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS

TO

SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... Beginning of January.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG:	From COLOMBO:
9th Nov.	"TYMERIC" 25th Nov.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

[4243-44]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 25TH OCTOBER, 1912.
8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."

SATURDAY, 26TH OCTOBER, 1912.
8 a.m. "HONAM."
10 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

SATURDAY, 26TH OCTOBER.

"SUI TAI"

Will leave from WING LOK STREET WHARF at 2 p.m.

"SUI AN"

Will make an extra trip, leaving Hongkong at 6 p.m., returning from Macao on Sunday at 6 p.m.

EXCURSION TO MACAO.

SUNDAY, 27TH OCTOBER.

The Company's Steamship "HEUNGSHAN"

Will depart from the COMPANY'S CANTON STEAMERS' WHARF at 9 a.m.,
and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 6 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOLSANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE

INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 5.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANDUI." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

[143]

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket,
baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND
RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western-
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver

WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourists' Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York—Transatlantic Steamers—
and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th Nov., at 5 p.m.

Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th Nov., at D'light.

S.S. "AFRICA," 8,940 tons, will leave as above on 6th Dec., at D'light.

Cheap rates, Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.

No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, Fiume and VENICE,

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "CHINA," 11,800 tons, will leave as above on 31st October.

S.S. "NIPPON," 13,950 tons, will leave as above on 3rd Dec.

TO YOKOHAMA, KOBE via SHANGHAI.

S.S. "NIPPON," 13,950 tons, will leave as above on 31st October.

S.S. "PERSIA," 12,500 tons, will leave as above on 30th Nov.

Superior accommodation for Salon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Atlantic, the Levant and Black
Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 10th October, 1912. Princes' Building. [155]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "PEKING" ... 6,500 ... On 25th Oct.

Kobe and MOJI ... "CEYLON" ... 9,000 ... On 17th Nov.

COPENHAGEN & BALIC "JAPAN" ... 9,000 ... About 28th Oct.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	—	JAVA	Second half of October.
TJIKINI	JAPAN	Second half of October.	JAVA	Second half of October.
TJILWONG	JAVA	Second half of October.	JAPAN	Second half of October.
TJIPANAS	SHANGHAI	Second half of October.	JAVA	First half of November.
TJIBODAS	JAVA	First half of November.	SHANGHAI	First half of November.
TJITAROM	JAPAN	First half of November.	JAVA	First half of November.
TJIMAH	JAVA	First half of November.	SHANGHAI	First half of November.
TJIMANOEK	JAVA	Second half of November.	JAPAN	Second half of November.

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on Through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 18th October, 1912.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL

LINES.

FOR

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.

STEAMERS TONS "NO. 3011"

"DERFFLINGER," Capt. F. Prosch, 17,000 {Wed'ay, 30th Oct., at 10 a.m.

SHANGHAI, NAGASAKI, KOBE, "YOROK," Capt. H. Rehm, 17,000 {About Wed'ay, 30th Oct.

MANILA, YAP, MARONN, SAMARAI, NEW GUINEA, BEIRANE, SYDNEY and MELBOURNE

"COLENZ," Capt. L. Klugkist, 6,750 {Saturday, 2nd Nov., at 9 a.m.

KOBE and YOKOHAMA ... "PRINZ SIGISMUND," Capt. D. Lenz, 6,000 {About Tuesday, 12th Nov.

KUDAT and SANDAKAN ... "BORNEO," Capt. F. Sembill, 5,000 {Middle of Nov.

All the Steamers of the European Line are fitted with Wireless Telegraphic

New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 18th October, 1912.

PASSENGER SEASON 1913.

NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP "GOEREN" Displacement 17,300 tons ON FEBRUARY 4TH.

Capt. G. Lindemann.

"BREMER" 21,000 .. ON FEBRUARY 19TH.

Capt. B. Wilhelm.

"DERFFLINGER" 17,250 .. ON MARCH 4TH.

Capt. F. Prosch.

"PRINZ EITEL FRIEDRICH" 16,000 .. ON MARCH 19TH.

Capt. E. Malchow.

"YOROK" 17,000 .. ON APRIL 1ST.

Capt. H. Rehm.

"PRINZESS ALICE" 20,300 .. ON APRIL 16TH.

Capt. P. Grosch.

"LUETZOW" 17,300 .. ON APRIL 29TH.

Capt. J. Bortfeldt.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE

FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR and SOUTHAMPTON

TO LAND PASSENGERS.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	INDIA	10 A.M.	Freight and Passage.
	Capt. G. W. Gordon, R.N.R.	25th Oct.	
LONDON VIA USUAL PORTS	DELTA	Noon.	See Special Advertisement.
	Capt. E. P. Martin, R.N.R.	26th Oct.	
LONDON and ANTWERP	NANKIN	10 A.M.	Freight and Passage.
VIA SINGAPORE, PEKING, COLOMBO, PORT SAID and MARSEILLES	Capt. Owen Jones, R.N.R.	30th Oct.	
SHANGHAI, MOJI, KOBE, NILE and YOKOHAMA		About 31st Oct.	Freight and Passage.
	Capt. H. Powell		

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 25th October, 1912

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 26th Oct., M'night.
HOIHOW & HAIPHONG	"SINGAN"	On 27th Oct., 10 A.M.
SWATOW, WEIHAWEI, CHEE, FOO & TIENTSIN	"KUEICHOW"	On 28th Oct., 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 29th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 31st Oct., 4 P.M.
SHANGHAI	"LINAN"	On 2nd Nov., M'night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.BUTTERFIELD & SWIRE.
For Freight or Passage apply to—
Hongkong, 25th October, 1912. TELEPHONE 36. AGENTS. 18

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN EMPIRE	15th Nov.	On 9th Nov., Noon. On 7th Dec., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR MARSEILLES, HAMBURG & ANTWERP:
S.S. LIBERIA	S.S. SPEZIA
S.S. ALBIA	S.S. SACHSEN
S.S. SAMBIA	FOR ROTTERDAM & HAMBURG:
S.S. ARNEMIA	S.S. SACHSEN
S.S. BRISGAVIA	S.S. SENEGAMBIA
S.S. SILESIA	FOR HAVRE & HAMBURG:
S.S. O. J. D. AHLERS	S.S. ARCADIA
S.S. SUEVIA	FOR HAVRE, BREMEN & HAMBURG:
	S.S. SCANDIA
	FOR BREMEN, HAMBURG & ANTWERP:
	S.S. SITHONIA

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th October, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 25th Oct., at 11 A.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 28th Oct., at 11 A.M.
"HAITANG"	Capt. A. E. Hodgins	FRIDAY, 1st Nov., at 11 A.M.

For SWATOW AND RETURN,
(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	(SUNDAY, 27th Oct., at 10 A.M.) (WEDNESDAY, 30th Oct., at 11 A.M.)
----------	-------------------	---

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 24th October 1912.

TOYO KISEN : KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU
AND
TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	TUESDAY, 29th Oct., Noon.
TENYO MARU	E. Bent	TUESDAY, 5th Nov., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 26th Nov., at Noon.
CHIYO MARU	W. W. Greene	SATURDAY, 21st Dec., at Noon.

The S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 29th October, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TERUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

247

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overseas Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. and TACOMA VIA JAPAN PORTS.

Steamers	Captains	Leaves
"SEATTLE MARU"	T. Saito	THURSDAY, 31st Oct., at 2 P.M.
"MEXICO MARU"	N. Kobayashi	TUESDAY, 12th Nov., at 2 P.M.
"CHICAGO MARU"	J. Goto	THURSDAY, 22nd Nov., at 2 P.M.
"CANADA MARU"	K. Hori	TUESDAY, 10th Dec., at 2 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 26th Dec., at 2 P.M.
"PANAMA MARU"	J. Kanoo	SATURDAY, 4th Jan., at 2 P.M.

* Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
* Calling at SHANGHAI, MOJI,
* Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KAJO MARU"	Y. Yamamoto	WED'DAY, 6th Nov., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIJIN MARU"	T. Fuchigami	SUNDAY, 27th Oct., at Noon.
"DAIGI MARU"	Y. Somokawa	SUNDAY, 3rd Nov., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	WED'DAY, 30th Oct., at 10 A.M.

FOR CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	FRIDAY, 25th Oct.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

S. HIROI,

MANAGER,
Second Floor, No. 1, Queen's Building.

COMPAGNIE MARITIME

INDO-CHINOISE.

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

WIRELESS

TONKIN

FAST LINE.

TELEGRAPHY.

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalanc.

(1ST AND 2ND CLASSES) will leave Hongkong for
KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 6th Nov., 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU	16,000	WED'DAY, 6th Nov., at Daylight.
	IYO MARU	12,500	WED'DAY, 20th Nov., at Daylight.
	YOKOHAMA MARU	12,500	TUESDAY, 5th Nov., at Noon.
SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	INABA MARU	12,500	TUESDAY, 19th Nov., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU	7,000	FRIDAY, 25th Oct., at Noon.
	NIKKO MARU	9,600	FRIDAY, 22nd Nov., at Noon.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	HAKATA MARU	12,500	SATURDAY, 2nd Nov.
BOMBAY VIA SINGAPORE, and COLOMBO	RANGOON MARU	6,000	MONDAY, 28th Oct.
KOBE and YOKOHAMA	TANGO MARU	13,500	THURSDAY, 7th Nov., at 11 P.M.
SHANGHAI, MOJI and KOBE	SANUKI MARU	12,500	WED'DAY, 6th Nov.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	9,300	WED'DAY, 20th Nov., at Noon.
SHANGHAI and KOBE	JINSEN MARU	5,000	MONDAY, 28th Oct.

* Fitted with New System of Wireless Telegraphy.

† Cargo only

REDUCED RATES OF PASSAGE.

HONGKONG to PACIFIC COAST points...	1st Class £25 2nd Class £17
" " LONDON via NEW YORK...	1st Class £55 2nd Class £40
" " " via MONTREAL...	1st Class £54 2nd Class £37

Round-the-World, 1st Class throughout, via NEW YORK ... £102
" " " via MONTREAL ... £100

N.B.—While the rates are reduced, the excellence of the service in all respects will be maintained as heretofore.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 241.

112-13-656

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS;
HOMeward PASSENGER SEASON 1913.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due		
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH		
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)		
Steamer	Tons	Noon, SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
INDIA	8000	January 18	MOOLTAN ..	10000	Feb. 15	Feb. 21
ASSAYE	7500	February 1	MALOA	12500	Mar. 1	Mar. 7
HIMALAYA	7000	February 15	MOREA	11000	Mar. 15	Mar. 21
DEVANHA ...	8000	March 1	MARMORA ...	10500	Mar. 29	April 4
DELTA	8000	March 15	MEDINA	12500	April 12	April 18
INDIA	8000	March 29	Through Steamer		April 26	May 2
ASSAYE	7500	April 12	MONGOLIA ...	10000	May 10	May 16
DEVANHA ...	8000	April 26	MACEDONIA	10500	May 24	May 30
CHINA	8000	May 10	MALWA	11000	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " 48.8 " 72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Tons	Leave HONGKONG	Due MARSEILLES	Due LONDON
NOVARA	7000	January 22	February 23	March 5
SUNDA	7000	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 9	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
NYANZA	7000	April 16	May 18	May 28
NOBE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £53.10 SINGLE, £82.10 RETURN.

2nd " 43.10 " 65.14

For further Particulars, apply to—

H. W. D. SHALLARD,
ACTING SUPERINTENDENT.

761

